

detection equipment in all the aircraft CAL operates. This extension is contingent upon the timely compliance with a Precondition for Effectiveness of Exemption and Margin of Error, which states that this extension will become effective on January 1, 1996, on the condition that at least 188 CAL aircraft of the "Target type of aircraft" are equipped with FAA-approved predictive windshear detection equipment by no later than December 31, 1995.

Docket No.: 26412

Petitioner: The Soaring Society of America

Section of the FAR Affected: 14 CFR 61.118

Description of Relief Sought/

Disposition: To extend Exemption No. 5303, as amended, which allows private pilots to log the flight time accumulated while gliders for the Soaring Society of America chapter members, subject to certain limitations.

Grant, March 16, 1995, Exemption No. 5303B

Docket No.: 27609

Petitioner: M. Shannon & Associates

Section of the FAR Affected: 14 CFR 91.9 and 91.531

Description of Relief Sought/

Disposition: To amend Exemption No. 5899, which permits M. Shannon & Associates and the operators of Cessna Citation 500 models (Serial Nos. 0001 through 0349 only) to operate the said aircraft with only one pilot, without a second in command. The amendment affects certain conditions and limitations of the existing exemption.

Grant, March 17, 1995, Exemption No. 5899A

Docket No.: 27750

Petitioner: Trans World Airlines, Inc.

Sections of the FAR Affected: 14 CFR 121.339(a)(3)

Description of Relief Sought/

Disposition: To permit Trans World Airlines, Inc., to operate in extended over-water operations with high-intensity hand-held (HIHH) strobe lights in life raft survival kits instead of pyrotechnic flares.

Denial, March 23, 1995, Exemption No. 6044

Docket No.: 27821

Petitioner: Mr. John Saddler

Sections of the FAR Affected: 14 CFR 91.209 (a) and (d)

Description of Relief Sought/

Disposition: To allow the Cedar Rapids Police Department Air Support Division to operate a single-engine land aircraft and single-engine piston and turbine-powered

helicopters with their lights turned off for the purpose of covert night surveillance of individuals suspected of involvement in criminal activity.

Grant, March 30, 1995, Exemption No. 6048

Docket No.: 27853

Petitioner: Ms. Frances E. Thomas

Sections of the FAR Affected: 14 CFR 141.35(d)(2)

Description of Relief Sought/

Disposition: To permit Ms. Thomas to serve as chief flight instructor at Smith Aero Flight School, administering a course of training other than those that lead to the issuance of a private pilot certificate or rating, or an instrument rating or a rating with instrument privileges, without the required minimum of 2,000 hours as pilot in command.

Grant, March 28, 1995, Exemption No. 6046

Docket No.: 27881

Petitioner: TransNorthern Air Service

Sections of the FAR Affected: 14 CFR 43.3(g)

Description of Relief Sought/

Disposition: To allow pilots employed by TransNorthern Air Service to perform the preventative maintenance function of removing or installing passenger seats in its aircraft that are operated under 14 CFR part 135.

Grant, January 24, 1995, Exemption No. 6031

Docket No.: 28097

Petitioner: Columbia Helicopters, Inc.

Sections of the FAR Affected: 14 CFR 133.19(a)(3) and 133.51

Description of Relief Sought/

Disposition: To allow Columbia Helicopters, Inc., to conduct external-load operations in the United States using a Canadian-registered rotorcraft, specifically, a Boeing Vertol 107.

Grant, March 28, 1995, Exemption No. 6045

[FR Doc. 95-9027 Filed 4-11-95; 8:45 am]

BILLING CODE 4910-13-M

Receipt of Noise Compatibility Program and Request for Review for Saipan International Airport, Saipan, Northern Mariana Islands

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing a proposed noise compatibility program that was submitted for Saipan International Airport under the provisions of Title I of the Aviation Safety and Noise

Abatement Act of 1979 (Public Law 96-193) (hereinafter referred to as "the Act") and 14 CFR part 150 by the Commonwealth Ports Authority. This program was submitted subsequent to a determination by the FAA that the associated noise exposure maps submitted under 14 CFR part 150 for Saipan International Airport were in compliance with applicable requirements effective February 14, 1994. The proposed noise compatibility program will be approved or disapproved on or before September 25, 1995.

EFFECTIVE DATE: The effective date of the start of FAA's review of the noise compatibility program is March 29, 1995. The public comment period ends May 28, 1995.

FOR FURTHER INFORMATION CONTACT: David J. Welhouse, Airport Engineer/Planner, Honolulu Airports District Office, Federal Aviation Administration, Box 50244, Honolulu, Hawaii 96850. Telephone 808/541-1243. Street Address: 300 Ala Moana Boulevard, room 7116, Honolulu, Hawaii, 96813. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is reviewing a proposed noise compatibility program for Saipan International Airport which will be approved or disapproved on or before September 25, 1995. This notice also announces the availability of this program for public review and comment.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has formally received the noise compatibility program for Saipan International Airport, effective on March 29, 1995. It was requested that the FAA review this material and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 104(b) of the Act. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further

review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before September 25, 1995.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration,
National Headquarters, 800
Independence Avenue, SW., room
617, Washington, DC 20591
Federal Aviation Administration,
Western-Pacific Region Office, 15000
Aviation Boulevard, room 3012,
Hawthorne, California 90261
Federal Aviation Administration,
Honolulu Airports District Office, 300
Ala Moana Boulevard, room 7116,
Honolulu, Hawaii 96813
Commonwealth Ports Authority, Saipan
International Airport, Saipan,
Northern Mariana Islands

Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Hawthorne, California, on March 29, 1995.

Herman C. Bliss,

Manager, Airports Division, Western-Pacific Region.

[FR Doc. 95-8953 Filed 4-11-95; 8:45 am]

BILLING CODE 4910-13-M

Civil Tiltrotor Development Advisory Committee; Environment & Safety Subcommittee; Meeting

Pursuant to Section 10(A)(2) of the Federal Advisory Committee Act, Public Law 72-362; 5 U.S.C. (App. I), notice is hereby given of a meeting of the Federal Aviation Administration (FAA) sponsored Civil Tiltrotor Development

Advisory Committee (CTRDAC) Environment & Safety Subcommittee will be on April 18, 1995 at the headquarters of the Airport Council International located at 1775 K Street NW., Suite 500, Washington, DC 20006. The meeting will begin at 10:00 a.m. and conclude by 5:00 p.m.

The agenda for the Environment & Safety Subcommittee meeting will include the following:

- (1) Discussion of the draft executive summary.
- (2) Review issue papers and draft report material.
- (3) Review Subcommittee Assumptions.
- (4) Review Subcommittee Work Plan/Schedule.

All persons who plan to attend the meeting must notify Mrs. Karen Braxton at 202-267-9451 by April 14, 1995.

Attendance is open to the interested public, but limited to space available. With the approval of the Chairperson, members of the public may present oral statements at the meeting.

Members of the public may provide a written statement to the Subcommittee at any time.

Persons with a disability requiring special services, such as an interpreter for the hearing impaired, should contact Mrs. Braxton at least three days prior to the meeting.

Issued in Washington, DC, April 3, 1995.

Richard A. Weiss,

Designated Federal Official, Civil Tiltrotor Development Advisory Committee.

[FR Doc. 95-8765 Filed 4-11-95; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Chicago O'Hare International Airport, Chicago, IL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Chicago O'Hare International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before May 12, 1995.

ADDRESSES: Comments on this application may be mailed or delivered

in triplicate to the FAA at the following address: Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Room 258, Des Plaines, IL 60018.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. David R. Mosena, Commissioner of the City of Chicago Department of Aviation at the following address: O'Hare International Airport, P.O. Box 66142, Chicago, IL 60666.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Chicago Department of Aviation under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT:

Mr. Louis H. Yates, Manager, Chicago Airports District Office, 2300 East Devon Avenue, Room 258, Des Plaines, IL 60018, (708) 294-7335. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Chicago O'Hare International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On March 27, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Chicago Department of Aviation was substantially complete within the requirements of section 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than July 1, 1996.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00

Actual charge effective date: September 1, 1993

Proposed charge expiration date:

December 1, 1999

Total estimated PFC revenue:

\$532,021,428

Brief description of proposed projects:

Projects To Use PFC

Runway 9R/27L Rehabilitation;
Taxiway-Hangar Alley Rehabilitation;
Roadway-Hangar Area Lighting;
Perimeter Security System—Study/
Design; Concourse E/F Upgrade;
Concourse G Upgrade.

Projects To Impose and Use PFC

Military Site Acquisition—
Formulation; Shoulder Rehabilitation—